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automotive alternator, Figure 3 is an end elevation explaining connections in one phase of stator winding group in this automotive alternator, Figure 4 is a circuit diagram for this automotive alternator, and Figure 5 is a partial cross section of the stator core in Figure 1. Moreover, lead wires and bridging wires have been omitted from Figure 2.

Page 8, paragraph 3, which bridges over to page 9:

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In addition, a portion of the strand of wire 30 of the second winding sub-portion 32 extending outwards at the first end of the stator core 15 from slot numbers 61 and 67 is cut, and a portion of the strand of wire 30 of the first winding sub-portion 31 extending outwards at the first end of the stator core 15 from slot numbers 67 and 73 is also cut. A first cut end 31c of the first winding sub-portion 31 and a first cut end 32c of the second winding sub-portion 32 are joined to form one phase of stator winding group 161 having four turns connecting the first to fourth winding sub-portions 31 to 34 in series.

Page 16, paragraph 1:

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Figures 28 (a) and (b) show Embodiment 7 of the present invention. In Embodiment 7, end portions of the teeth 51 defining the slots 36a of the base core 36 are pressed and plastically deformed after integration of the base core 36 and the wire-strand groups 35A and 35B, thereby dividing the base insulating members 72 and forming the insulating members 19 as the width dimensions of the opening portions 36b of the slots 36 are being reduced. Thus a separate step of dividing the base insulating members 72 can be omitted.